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FEDERAL AVIATION ADMINISTRATION

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SUBJ: AIRWAY PLANNING STANDARD NUMBER ONE--TERMINAL AIR NAVIGATION FACILITIES AND
AIR TRAFFIC CONTROL SERVICES

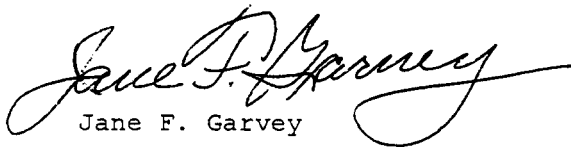
1. **PURPOSE.** This change transmits revisions to Chapter 2, Navigation Aids, and Appendix 2, Summary of Establishment and Discontinuance Criteria.

2. **EXPLANATION OF CHANGE.** This change establishes criteria for capital and staffing investments at FAA air traffic control facilities to facilitate a non-Federal radar installation. The basis of the criteria are current FAA design and performance specifications, Report Number FAA-APO-83-5, Investment Criteria for Airport Surveillance Radar, and Order 1200.22B, Use of National Airspace System (NAS) Computer and Radar Data or Equipment by Outside Interests.

3. **DISPOSITION OF TRANSMITTAL.** After filing the attached pages, this change transmittal should be retained.

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e. Terminal Radar Approach Control in Tower Cab (TRACAB) and Terminal Radar Approach Control (TRACON).

(1) Establishment. An initial ASR/ATCRBS/ARTS installation shall be a TRACAB facility consisting of appropriate displays placed in the tower cab except when any of the following situations prevail:

(a) If the official agency forecasts indicate an ASR/ATCRBS/ARTS candidate location will exceed 125,000 annual itinerant operations or 60,000 annual instrument operations within 2 years of the year of budget submission for the facility, the initial installation should be planned as a TRACON rather than a TRACAB, subject to an operational determination by the Associate Administrator for Air Traffic Services. Instrument operations at secondary airports may be included in this forecast provided radar coverage at these locations is expected to exist at or below initial approach altitude.

(b) If an ASR/ATCRBS/ARTS candidate location cannot physically accommodate radar approach control in the tower cab, then individual justification shall be required to go directly to a TRACON facility.

(c) When the complexity of the facility operation warrants, individual justification and consideration shall be given to locating the ASR/ATCRBS/ARTS in a TRACON rather than a TRACAB.

(2) Discontinuance. A TRACAB will be discontinued when the ASR system is decommissioned or when the radar approach control function is transferred to a TRACON.

(3) Conversion to TRACON. A TRACAB location is a TRACON candidate when the facility has at least 125,000 annual itinerant operations or 60,000 annual instrument operations. Instrument operations at secondary airports that receive radar service at or below initial approach altitude may be included in this count. Also, when the complexity of the facility warrants, individual justification and consideration should be given to relocating from a TRACAB to a TRACON.

27. PRECISION APPROACH RADAR (PAR). Reevaluation of the usefulness and utilization of existing PAR facilities indicates that the benefits being derived by civil aviation at some airports are not commensurate with the cost of providing the service. No stated requirement exists for PAR service in future reduced minimal instrument landing systems. Therefore, PAR facilities will be retained or established only at those airports where peculiar circumstances or a military requirement justifies the need for PAR services. This determination will be based on individual evaluation of requirements peculiar to a specific location. Such an evaluation will consider airport complexity, military requirements, and the need for a backup or supplement to the primary instrument approach systems.

* 28. NON-FEDERALLY OWNED AIRPORT SURVEILLANCE RADAR (ASR).

a. The FAA will consider making capital and staffing investments at FAA air traffic control facilities to facilitate a non-Federal radar installation if the following criteria in paragraphs 28a(1) through 28a(3) are satisfied:

(1) The non-Federal ASR meets recognized aviation standards and complies with current FAA design and performance specifications.

(2) The benefits to airspace users equal or exceed FAA investment costs, quantified in accordance with the logic and procedures outlined in Report Number FAA-APO-83-5, Investment Criteria for Airport Surveillance Radar.

(3) The release and use of radar data to outside interests comply with the policy/procedures contained in Order 1200.22B, Use of National Airspace System (NAS) Computer and Radar Data or Equipment by Outside Interests.

b. Satisfaction of these candidacy criteria does not entail automatic qualification or commitment of Federal funding. Benefit/cost analysis and screening is but one of several considerations in the FAA decisionmaking process relative to investment in ASR facilities. Investment decisions will be made on the basis of all pertinent considerations (e.g., current policy on consolidation of air traffic services and/or facilities, availability of funds, and extent to which beneficiaries are dominated by specific commercial interests). *

29. RESERVED.

11/15/84

**FIGURE 1. SUMMARY OF ESTABLISHMENT AND DISCONTINUANCE CRITERIA
FOR CHAPTER 2, NAVIGATION AIDS (CONTINUED)**

Facility or Service	Establishment	Discontinuance	Additional Facilities Or Improvements
VOR Test Signal (VOT), Par.23	No additional VOT facilities will be established unless justified by an evaluation of requirements peculiar to a specific location in accordance with Federal Aviation Regulations 91.25.	Existing facilities will be decommissioned if the cost of maintaining the service exceeds the benefits derived, as determined by a staff study.	
<u>Section 2. RADAR SERVICES</u> Airport Surveillance Radar with Air Traffic Control Radar Beacon System and Automated Radar Terminal system (ASR/ATCRBS/ARTS), Par.26	The airport ratio value or the area ratio value is 1.0 or greater.	The airport ratio value or the area ratio value is less than 0.35.	Improvements: 25,000 or more annual instrument operations OR between 15,000 and 25,000 annual instrument operations. A benefit/cost study may be required for major improvements. Remoted Radar Bright Display Scope: 30,000 or more annual itinerant operations and operationally adequate low altitude coverage is assured. TRACON establishment or conversion: 125,000 or more annual itinerant operations or 60,000 or more annual instrument operations. Establishment candidates are required to satisfy criteria within 2 years of the year of budget submission.

FIGURE 1. SUMMARY OF ESTABLISHMENT AND DISCONTINUANCE CRITERIA
FOR CHAPTER 2, NAVIGATION AIDS (CONTINUED)

Facility or Service	Establishment	Discontinuance	Additional Facilities Or Improvements
Precision Approach Radar (PAR), Par. 27	None	With individual justification	
* Changes to an FAA facility to accommodate a non-Federally owned Airport Surveillance Radar, Par. 28	N/A		The FAA will consider making capital and staffing investments at FAA air traffic control facilities to facilitate a non-Federal ASR if: (1) the benefits to airspace users equal or exceed incremental FAA investment, operating, and maintenance costs quantified in accordance with procedures outlined in Report FAA-APO-83-5, Investment Criteria for Airport Surveillance Radar; (2) the non-Federal ASR meets recognized aviation standards and complies with current FAA design and performance specifications, and (3) the release and use of radar data to outside interests comply with the policy/procedures contained in Order 1200.22B, Use of National Airspace System (NAS) Computer and Radar Data or Equipment by Outside Interests. *